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A MAN'S NAME.

IN MEMORIAM DAVID SIMMONS, RAILROAD ENGINEER, Died February 6, 1871, near New Hamburg, N. Y.

Through the packed horror of the night
It rose in like a star
And sailed into the infinite,
Where the immortals are.

"Down brakes!" One splendid, hard-bold breath,
And, lo! an unknown man
Steods into sovereignty from death,
Undoing a path of flame.

"Jump!"—"I remain."—No needless word,
No vagueness in his breast;
Long his blood-red path of duty marked
He answered to the test:

Gripped his black peril like a vice,
And as he grappled, saw
That life is one with Sacrifice,
And dying one with Law.

Home—but his feet grew granite-fast;
Wife—yet he did not reel;
Babes—all their hopes built to the last
He stood there, true as steel;

Above his own heart's lovingness,
Above the love of kin,
Above the immitigable stress,
Above himself, and Time.

Smote during Comfort on the cheek,
Slave-sighed for Home and Hire—
Taught Indirection how to speak,
And brave men how to die.

Who said the time of Kings was gone?
Who said our Alps were low,
And God's decalogue thrown upon?
Behold! it is not so.

Out from the palace and the hut—
Bright-fronted, lurk-eyed Life,
Limp our marred Joves and Ajaxes—but
Sculptured for mastery still;

And clothed with puissance to quell
Whatever name of shame
Are heaped within us, with such spell
As David SIMMONS' name.

February 13, 1871. RICHARD REALF.

GERMANY AND FRANCE.

The German and Gaul as Known to Cæsar—The Same New as Those—Their Moral Differences and Similar Characteristics—Their Development—Manufactures, Education, Religion, and Military Instruction—The Future of France.

BY LEWIS BOLLMAN.

The generation in which great events occur does not often perceive their importance, for the reason that its attention is absorbed in the details of those events and the more immediate causes that occasioned them. The principles lying in the remote distance, at the basis, are not then seen, and, consequently, their future working is not determined. It is the office of the historical research to trace remote principles, and in his narration to exhibit their development. Hence history, especially recent history, now that its philosophy is better understood, is limited to particular eras or periods, then to a continuous narrative of the life of a nation; for these principles have their periods of culmination, from which their true character and influence may be better investigated.

The extraordinary events of the war between France and Germany constitute one of these culminating periods; and the purpose of this article is to trace the principles which evolved these events.

When the war commenced those best informed of the military condition of the latter anticipated defeat in the beginning to Prussia. This opinion also seemed to govern the action of France, which expected in its early success to impose a peace as it had done upon Austria at the battle of Sadowa; and as Prussia had done upon the same government after that of Sodowa. But silently the underlying principles of the people of both nations had been at work, and through their respective institutions, which they had impressed their character, each in the one, and a weakness in the other which determined the events of the conflict.

"It is a conflict between the Teutonic and Latin races," said a writer in the London *Times*. So he viewed it. He was right. It was a conflict between a nation which had an individualism in its nationality, and one which had not. That individualism was moulded into full development by its national institutions, as by them, so restraining it, that each individual force harmoniously acted with every other one. Together they realized to the German that noble sentiment found in the will of Alfred the Great. "That it was just the English should forever remain free as their own thoughts be."

Both of these governments are monarchial, but France has no such individual development. Why? Because of the differences between the races from their beginning down to the present—the German and the Gaul. Let us see whether in the moral features of each we do not see the likeness of the German and the French nation of the present.

The distinctive difference between them is correctly stated by Theodore Lyndon Phelps, author of "The Dying Gladiator," published in the December number of *Gôd and Nov.* Speaking of the Gallic and German tribes against whom Cæsar fought, and referring to his declaration of their markedly differences he says: "This difference which Cæsar saw is one more remarkable because both were barbarians, and might be supposed hardly to have been differentiated as they grows with the progress of a race. Both were people of remarkable strength of nature, and capable of enduring cold and fatigue. Both were warlike, fierce and quick to anger; neither possessed anything which property could be called civilization. Yet in the general traits, which an ordinary observer might class with those of the Americans, as savages, they were as different from Indians and from each other as are the Irish and Germans of to-day. Cæsar does not enter much into their differences, and he does not closely compare their hair, or noses, or limbs; but he sets forth their manners and characteristics, which run through the whole social organism. Druids and nobles held the power; all others were serfs.

"Their religion was a thing of importance; but it was an emotional, not a reflective, religion; and in its ceremonial, their manners and customs are set forth. Taught Indirection how to speak, and brave men how to die.

"Yet as a nation does France take a higher place in morality. In proof of this examine her course in what is now declared by her government as 'most dishonorable,—the cession of territory. Yet what nation, more than she, has sought the acquisition of territory from other nations? Not to go back to the First Empire, which changed the map of Europe, let us see what the present Napoleon has done in this thing. He has taken large territories in Algeria; as the price of his aid to Italy he demanded and received Savoy and Nice; in our civil war he sought to take all of Mexico; in his secret proposals to Prussia he wished to incorporate Belgium and the Prussian provinces on the left bank of the Rhine; he is said to have remarked that he did not know where the boundry line was between France and Italy, implying a willingness to seize Switzerland; and in commencing the present war against Germany, he expected the cession of these Rhine provinces as the cause of peace.

In all these aims and purposes how little of that Christian moral obligation he exhibits, which requires us to do unto others as we would have them do unto us. And hence it is that the sensitiveness of France to code territory as a basis of peace, but the derision and contempt of the world.

Two neighboring nations with such diverse moral elements as these at war! Yet, as the German army marched France and Germany; it typified to the German the moral principles of the people of France—and hence it has been so highly exalted in song.

Having thus traced to their underlying moral principles, which from their earliest existence to the present, have moulded the characters of the German and the French, let us, more at length, look at them upon their respective national institutions, which have had so great agency in the development of these moral differences.

1—*Manufactures.*

The French people are distinguished for their manufactures of bijouterie, jewelry, &c., whatever is imported under that class, in eight cases in ten, come from France. In silks, broadcloths, jewelry, when in the highest perfection, there is a charm and extravagance, the French manufactures reflect the genius and the aristocratic tendencies of the nation.

Alluding to the chief productions of Great Britain, Dr. Thompson says: "Their principle fabrics are those in cheapness of production; we have perfection, but we do not have cheapness. To desire us to enter into rivalry with England in cheapness is to mistake the genius of France, and the truth of our situation. And now what France cannot do, she cannot supply so many nations as England? No. She has understand that all nations cannot be great in the same way. And, in the midst of her glory of production, she must seek after cheap production, as in other cases. France must seek after perfection and the elevation of her products. How has she made her fortune in the world and reached this supremacy? Not by cheap prices, but by perfection and the elevation of her products. How

Weekly Commercial.

SATURDAY, FEBRUARY 18, 1871.

WHATEVER may be the result of the deliberations of the French National Assembly, now in session, it is certain that the republic is doomed. Our dispatches are as yet too meagre to enable us to form a definite opinion as to which of the two monarchial parties are going to make the strongest show in the convention, although present indications favor the establishment of the Orleanist dynasty. The facts received up to date, however, show conclusively that the struggle has narrowed itself down to a race between kingdom and empire, the republic being hopelessly distanced. However sincerely we may deplore this turn of events, it was not unexpected, nor is it to be received as an argument of the failure of Republican institutions when confronted by a great crisis, whether in France or any other country. Indeed, from the first the French Republic had no existence, except in name. It was Absolutism, christened with a popular name and decorated with a liberty cap. Under the empire the French nation was an aggregation of atoms compressed into apparent unity by the pressure of Imperial power—under the republic by a common danger arising from a common foe; but in neither case did there exist that harmonious spontaneity of motion—that moral cohesiveness—which binds men together in effective union, and makes a republic possible. The convulsions and upheavals of the time brought to the surface many things, but not among them the inspiration of a republic. Among the grave lessons which France has yet to learn is this: that the semblance of free institutions can never produce a race of free men, but that free men will always and everywhere express their inward character in their outward institutions. There will yet arise in France a republic, beautiful and noble as the dawn; but it will not be until she has learned that *Liberty* is not a name to conjure with, nor a summer prize to be scrambled for, but a benign goddess whose smiles are only for those who in patient, steadfast, earnest, unselfish devotion have learned the blessed secret of governing themselves. Meanwhile we are not sure that a constitutional monarchy is not best suited to enable France to make the transition from centralized imperialism to a government of the people. The Orleans Princes not only offered their services to the republic in its hour of need, but they have in a variety of other ways attested their recognition of the value of free institutions, and the liberality of their sympathies. Under their rule we should have hope for France. Under the NAPOLEONIC dynasty, none.

WHEN referring yesterday to Count GOBINEAU's interesting account of the French peasantry we neglected to mention that he expressly names the rural population of the eastern departments, the people of Elsass, Lorraine and Burgundy as being open to instruction, and thus differing from the rest of their countrymen of the same rank. He also takes note of the cause of the difference saying that these regions once belonged to the German Empire and have a population wholly or in part German. We have seen it stated that among the French prisoners in Germany few of them born in the country, that is, not born in towns, are able to read or write, and that on inquiry the exceptions to this rule are usually found to be from the eastern departments. A very different state of things is illustrated in the following anecdote. After the battle of Sadowa and the withdrawal of the Austrian army some Saxon regiments remained for a good while in the neighborhood of Vienna. One day the major of a battalion made a little speech to his command, in which he said, "I am deeply grieved to learn that there is a stain upon the regiment, which must be removed. You will all agree with me that it is discreditable to the regiment that there nor write. (Sensation among the 'dumbers.) I will not name the persons to whom I allude. I have taken care that they shall receive instruction, and I hope that within a couple of months they will have learned what is necessary."

The German contemporary from whom we take this statement, adds that the two soldiers whose ignorance is much distressed their Major, were Wends who had grown up in the service of a monastery in Upper Jussa. The Major was wounded at Sedan and now decorated with the Iron Cross holds a command at Paris.

IT is now said that no provision having been made no expectation is now entertained of early news from the Tennessee, and that, therefore, no uneasiness is felt concerning the vessel. This contrasts curiously with the report of last week about grave apprehensions at both ends of the avenue. If things are so nearly what they should be, why have vessels been dispatched for tidings? And viewing all things together, is it not evident that, in the haste of the Tennessee's departure, several important things were overlooked, among others, provision for communicating with the Commission, insufficiency of the ordinary connections of San Domingo having just now been found out? The substance of the most hopeful speculations is: That the Tennessee having coaling capacity for only four or five days may have been compelled to make a long voyage under sail, which would take, possibly, twenty days. Such a contingency, it is true, might have been contemplated in the arrangements for dispatching the vessel, but it was not imperatively necessary to take it into the account, therefore, the omission cannot be regarded as blamable. In the second place, it is now held, that although everything may have gone right with the vessel, it may be as long as three or four weeks before hearing from her—a view of the case which the government officials appear not to have known until within the last few days—and it is not so certain that even now the imagination does not supply a considerable share of the fact relied on for comfort.

A GENERAL impression is in existence that the British members of the Alabama Commission carry heavier intellectual guns than the Commissioners appointed to represent the interests of the United States. While the importance and delicacy of the duties of the Commission can hardly be over estimated, its labors will be greatly simplified by determining, first of all, the pivotal question which underlies the whole controversy. It is this: Whether belligerent rights can be properly conceded by a neutral power to contestants who have neither ships nor prize courts, and whose actual situation is without any of the conditions which would appear to be essential to the granting of such concession. If it be impossible that the Confederacy could have such a vessel, then the principle on which the whole question turns is settled; and England is clearly responsible for the entire amount of losses resulting from the depredations of rebel privateers; while if it be good international law her responsibility is limited to the consequences of such escapes and evasions as her government could have prevented. The definite settlement of this point is of primary importance to everything else. Decided in accordance with the dictates of justice and common sense, the remaining duties of the Commission will be comparatively easy. We trust the representatives of the United States will insist that an unmistakable agreement on this matter shall precede all discussion or consideration of any other issues involved. Let them start right, and then their supposed intellectual inferiority will be of minor consequence.

WHEN the Fee Bill came into the House yesterday from the Senate, where it had been amended so as to make it applicable to the officers elected last fall, a struggle ensued over the motion of Mr. ROBB to exempt them from its operations. A sketch of the debate is reported elsewhere, and we simply refer to it and the vote as refreshing reading for those who so stoutly insisted last fall that "inside the party" was the place to obtain Reform. We are at a loss which most to admire the virgin innocence of Mr. ROBB, or the virtuous indignation of Mr. KERR. We give the latter gentleman the credit of turning round from his vote of last week and getting on the record both ways, wherein he is slightly ahead of his colleague ROBB, who, from the first, "threw over his shoulder" all his solemn pledges, and did not fish them back. Mr. WHITE made a gallant fight, but ROBB's motion was carried by three majority. The bill will now go to a committee of conference.

ARE WE ABSOLVED?

Our neighbors of the *Gazette*, in the course of their answer to some articles of the *Dispatch*, have this remark, of which we feel like taking advantage:

"It is not our province to read any citizen, high or low, out of the political party *we represent*;" while it alleges in the same paragraph that we (the COMMERCIAL) would have accomplished the desired reform *outside* the party ranks.

We thought they claimed the keys and that we had been regularly read out. Of course we feel easier, now that this power is so solemnly disclaimed.

But as it is still insisted that we *were* out, the question naturally arises, how did we get there, unless it was because we differed from the paper which thus modestly claims to be par excellence *the representative* of the party, and thus fell into unpardonable heresy?

PERSEVERENCE and persistence under difficulties and discouragements apparently overwhelming have been well exemplified in the search for a canal route on the Isthmus of Darien. The abortive exploration of last year is remembered by all readers, and probably few who read the reports of its operations failed to despair of ultimate success. The last exploring party entered on their work at the mouth of the Atrato river, two hundred and eighty-nine miles from Aspinwall. The Atrato, a deep, muddy stream, extends about ten miles inland, with ground along its banks exceedingly difficult to travel. Wading through mud and water and assailed by millions of mosquitoes, the explorers were soon cheered by signs which encouraged them to proceed. Though the exploration is not yet completed, at least its results not yet fully known, enough is believed to have been ascertained to make the construction of the canal practicable. The water-shed is only three hundred feet above the level of the sea, while the route is thought to present no insuperable obstacles to the proposed work. The Indians of the country give no signs of hostility, on the contrary are friendly.

We learn from reliable sources that the measure known as the Local Option Bill will probably pass the State Senate, but it is supposed that it will fail in the House. The principle of the bill is that since all political power inheres primarily in the people, it is manifestly unjust to compel the majority of any community to share the costs or divide the disgrace of an evil which in opposition to their wishes a minority of the same community may inflict upon them. The friends of the measure therefore claim that it is the duty of the State Government to empower a legal majority of the citizens of any city, borough, ward, county or township, to prohibit the establishment or continuance of the liquor traffic within the boundaries of their jurisdiction. We understand that the bill is being warmly supported by the various temperance and religious organizations of the State, and many not belonging to such organizations, and so warmly opposed by that class of citizens whose interests it threatens. Whether penal legislation will be found more effective than moral and religious agencies in the furtherance of this reform is a question which has not yet received definite settlement, notwithstanding the discussion and test of years.

ALICE CARY is dead. She died on Sunday, February 13th, aged fifty years. She had been an invalid for many years, and the disease on which she finally succumbed was her constant companion for nearly two years, during which time her suffering was very severe. In spite of this, however, her contributions to the press were frequent, containing no hint or flavor of illness. For several weeks she had been gradually sinking, and during the last hours of her life she was insensible. Few American women have written more than Miss CARY, and fewer still have written more successfully. There was nothing feeble, nor vulgar, nor unnatural nor melodramatic in remarkable for a certain placid purity and idealization of home affections and home life, rather than for transcendent genius or fitful inspiration. Conscientious and painstaking, simple and original, her serene utterances have enriched our literature beyond those of many far more ambitious names.

SOMEHOW or other we cannot help respecting a man who confronts his reverses with dignity and silence. The reticence of NAPOLEON was beginning to tell upon us. We had despised him and detested him by turns, but the quiet manliness with which he appeared to endure his dethronement and captivity had at last brought him within the range of our sympathy, or of our pity, which is pretty nearly the same thing. His recent proclamation to the French people has, however, completely congealed our growing warmth. It is the cry of a coward. Under the mock resignation of his statement that he "has no room for personal ambition" may be discerned an intense passionate selfishness which breaks out into a pitiful whine over the memory of the lost imperial purple. The prisoner of Ham shames the captive of Wilhelmshohe. This royal carpet-bagger cannot even rule his own spirit. If the people of France are wise they will give himself and his dynasty a wide berth.

A GERMAN paper, the *Stadt-und Land-Bote*, published in Allentown, reports the farmers in Eastern Pennsylvania, and especially in Lehigh county, very much dissatisfied with the wheat of last year's growth, now generally threshed. The average yield is not much more than half what it should be, and the grains are thin, wrinkled and immature. When ground the result is very unsatisfactory; there is too much bran in proportion to the flour, and the flour is of bad quality. It does not "rise" well, the dough being excessively soft and running over the edge of the pan or basket, and when baked, the bread is heavy and of bad color. The best bakers find it impossible to make good bread of last year's growth. The millers buy it unwillingly as they are unable to sell the flour.

THE Pittsburg *Gazette* publishes General NEGLEY's speech in the House of Representatives, in favor of repealing the Income tax. This was on the 10th inst. On the same day the friends of repeal made a concerted movement to secure their object, *and General* NEGLEY *went against them.* His speech was for home consumption at any time, his vote for immediate use, and it was at the service of the supporters of the tax. A very poor attempt to look one way and row another. Speaking is one thing, acting another, and in a country where men are judged by their actions, speaking amounts to but little, especially when it is of a poor quality.

In the Senate yesterday the Allegheny Fee Bill was passed with the amendments of Mr. ROBB, in the House, stricken out. So the bill now goes back to the House in the shape last reported by Mr. WHITE, applicable to officers elected last fall. Senator GRAHAM moved to strike out Mr. ROBB's amendments exempting the officers elected last fall and giving the County Commissioners each two thousand dollars per annum, and Mr. ANDERSON supported the motion in a speech, standing up to the pledges of last fall.

THE English ship builders ordinarily estimate that in a staunch ship of 3,000 tons, 1,600 pounds of iron are used "to each ton of builder's measurement, or 1,199 pounds to the ton of burthen." This for a ship of 3,000 tons amounts to 1,956 tons of iron of 2,240 pounds each. According to the best American shipbuilders, the best blended American iron required to such a ship would be 1,050 tons, a difference of 886 tons. Herein is an immense advantage to American builders if practice shall corroborate this assertion. It is also claimed that the price of labor is not so much greater in America as to seriously affect the cost of iron ships built here. The average price for labor in English yards is from $1 21½ to $1 53½ per day per man. The estimate for similar labor in American yards is from $1 82½ to $2 29½, while some of the very best ship builders in the country are ready to contract for building ships on a basis of average wages below $2. These figures simply show that the United States can build their own ships if they will.

THE New York *World* counted on a gain for "revenue reform" in Mr. Ferry, the new Senator from Michigan. To this the Detroit *Post* replies: The organ of the "revenue reformers" in this State did not advocate his election, but supported a stiff protectionist, which, as far as it goes, shows that the choice lay between protectionists. Catch Mr. Ferry, or any other Senator from Michigan, voting not to protect the products and manufactures of iron, copper, lumber and salt! The *World* evidently doesn't know what it is talking about.

IT seems that Commander Selfridge raised our hopes too soon when he announced that he had found a route for the Tehuantepec Ship Canal. It is asserted that only one of his men got across to the Gulf of San Miguel, over the old route of Lieutenant Strain's expedition, some years ago, by the Atrato river. As this intelligence comes from Panama, it may be that the railroad company has had something to do with giving currency to it.

THE New Hamburgh disaster suggests the inquiry how it is that Commodore Vanderbilt manages to make his road pay dividends on stock "watered" one hundred per cent. over its value when it came into his hands; since it was known that it was with difficulty, as shown by the company's own statements, that they earned their dividends on their stock. This is a very natural question, and the only answers to be found are that an extraordinary increase in the business of the road together with a large lopping-off of useless expenses has been enjoyed, or the process technically known as "watering the road" has been practiced. It is not easy to see whence sufficient increase of business could come, and we must concludes that under Vanderbilt the Hudson River and New York Central roads, their equipments, their men and beasts are worked down to the starvation point; a process which, if pursued long enough, must result in the destruction of the property. Indeed an old Hudson officer says that the policy is not only to reduce compensation to the lowest conceivable point, but to reduce the employees, brake-men, signal-men, road-men, to the lowest possible number. In the beginning of December Vanderbilt discharged 1,700 men, one-sixth the entire force of these roads and reduced the working time of the rest by one-fourth. The reduction alone is equivalent to the discharge of 2,125 additional men. We find the management of the Pennsylvania Railroad justly put in comparison with this criminal stinginess. For years this line has spared no efforts or expense in perfecting the condition of its road bed or running stock, and the contrast in its mode of management is excellently illustrated in the fact that while Vanderbilt saves the air-brake, which makes brakemen unnecessary, they were all kept on duty as a precaution. And by liberal salaries and generous treatment of its servants it retains them in its service for years. The difference in the two methods of management is simply that in Vanderbilt makes dividends upon his stock at the expense of public safety; the Pennsylvania Railroad finds dividends more sure by paying full regard to the safety of the traveling public.

THE clerks and officers of various corporations in Philadelphia are preparing a petition to the State Legislature asking for the repeal of the act of April 29, 1844, which imposes a tax "upon all salaries and emoluments of office, created by or held under any corporation, institution or company incorporated by this commonwealth." This tax amounts to two per cent. on every dollar of the value thereof above two hundred dollars. In this, as in almost every point of its legislation upon corporations, the State of Pennsylvania seems to have acted upon the idea that their number must be restricted by burthening them with extraordinary taxations. Such is the general tenor of our laws, and to it, may be, we owe the efforts to constitute banking advantages through special legislation. The simpler and the juster way would seem to be to have all corporations formed under general laws, sharing privileges and burthens uniformly with other members of the community. Let corporations within the State for the transaction of business have a fair field and no favor," and the immense advantages which must result will inure to the general welfare. In respect to the particular question under notice, it is an oppression upon a certain class of laborers, whose only crime is that they work for corporations instead of firms. We indorse the following language of the petition: "The tax is unjust, unequal and unconstitutional, and as now enforces, because laid upon a class generally ill able to pay it, and unequal, as shall be seen by reference to the act imposing it. The tax laid upon trades, occupations and professions is but one per cent. upon every dollar of the value thereof above two hundred dollars, and the occupation of farmers is expressly excepted from any taxation whatever. Thus the sum received as salary by a clerk or bookkeeper of a bank, insurance or railroad company is taxed twice as much as the same sum would be if earned by a person in some 'trade, occupation or profession;' while the earnings of a farmer escape taxation altogether.

THE Philadelphia Bar held a largely attended meeting on Saturday last to consider the important subject of a new civil code, as reported by the commissioners to whom the State intrusted it. It is understood in some quarters that the Legislature will adopt this report as submitted, and the object of the meeting was to suggest deliberation. It is stated that the report has been a twelve month in their collation in a condensed form of statutes familiar to the bar. In so doing words and sentences have been omitted, and it has followed that there are objectionable changes. The principal objection to the innovation is the abolition of joint tenantry in matters of trust, thus changing the descent. It was resolved that "the civil code reported by the commissioners should not be adopted until opportunity has been afforded the public and the profession to examine it and carefully examine it, and to make known their opinions in regard to it." In accordance with this, a committee was appointed to consider the code, with power to summon other members of the bar to its assistance, to confer with the bars of the several counties, and to memorialize the Legislature upon the subject. The committee is as follows: Henry Wharton, George D. Budd, Amos Briggs, Samuel Dickson, Joseph James, Henry C. Brown, James M. Johnson, George Junkin, R. C. McMurtrie, C. B. Penrose, S. V. Parkins, William H. Rawle, R. H. Smith, H. S. Hagert, E. C. Wishart, J. M. Collins, W. R. Wister.

IT is some years since our reciprocity treaty with Canada expired by limitation, and Congress has not renewed it because it seems that it gave the Dominion the best of the bargain. Nobody ever clearly explained it, and Buffalo, appears in the *Express* with what he claims is "the real cause." He asserts it as a fact to his own knowledge that for several years after the treaty went into operation immense sales in Canada including Montreal, purchased nearly all their teas, sugars, coffees and tropical productions in New York. The Canadian duties then were specific, that is, the Lower Canadian revenue got them changed to *ad valorem*, with the proviso that duties should be charged on the cost when the article is purchased. Thus, while foreign goods imported via New York paid duty on the interest, freight, commission and other expenses, which are manifestly as much a part of the cost of the article as the original price, those imported at Montreal escaped these charges. In this way Canada nullified the operation of the treaty and the apparent ad faith shown is not encouraging to a renewal of negotiations of this character with the Dominion.

THE abolition of the grand jury system has been agitated considerably, and its interest will be felt in the experiment Michigan is about to make in this direction. A new law there provides that the District Attorney shall present all trials for crime by information and no bill of indictment shall be found. No information shall be presented except in cases which have been first examined by Justices of the Peace. Should the District Attorney decline to draw an information, he is directed to report the case with the evidence in full to the Governor. The law further provides for an arraignment before the County Judge, so that if the defendant should plead guilty, he may at once be sentenced, and not be compelled to be in jail awaiting the session of the Circuit Court. The Wisconsin Legislature is considering a similar measure, and Illinois is disposed to try it.

THE Tammany members of the New York Legislature were exceedingly jubilant when the news of the death of their fellow-members suffered in the New Hamburg disaster. It was not that they cared so much for Representative Jacobs that they made him "observed of all observers," but because his preservation saved them their majority of one. A correspondent of a Tammany paper noticing their hilarity, notes as significant of the good feeling among them that they "allowed themselves to be button-holed by the railroad agents with less show of opposition than they have ever done on any bill since the first of the year." With the railroads thus controlling the good will of the legislators, it is easy to see that little consideration would be given to the victims of the railroads.

TO EXCITE causeless alarm is unwise, yet it is quite as wrong to fail to give timely warning of impending evil. The fact that the Ohio Canal abounds to the fact that the official figures of the City Sanitary Inspector, which may safely be taken as the lowest possible estimate of the facts with which they deal, show that while during the week ending January 28, the reported cases of small-pox amounted to twenty-seven, they had, during the week ending February 4, reached the total of seventy-one. Measles and scarlatina have been increasing in a proportion scarcely less alarming, and typhoid fever has made a leap from six to eleven cases during the same week. London and Paris have lately suffered severely from the ravages of small-pox, and there is no reason to believe that the same suffering would not befall us, such as to warrant a hope that it is in better condition to prevent the spread of this scourge among the more wretched classes of her population.

A REPORTER of the New York *Sun* has "interviewed" an officer at the Navy Yard, Brooklyn, who gives as his opinion that the *Tennessee* has likely as not gone down, the vessel being undoubtedly of low level, narrow beam, topheavy, and likely to capsize in a gale. The oracle spoke thus: "Here we have a narrow, flat-bottomed ship, with an enormous weight of topbamper. She must necessarily be very unsteady; and, to tell the truth, I think if she has encountered at all, it has been by capsizing—going on her beam ends. More than likely she has been caught in a gale without steam, as the rules of the Department compel her to use sails alone. If she did not carry everything with her she must have certainly gone over, for no ship rigged and fitted as she was would ever stand up against a heavy gale."

THE retail coal dealers of Philadelphia have presented to the Legislature the draft of a law that they wish to have enacted. It seems to be an honest measure, and provides that hereafter a ton of coal shall be twenty-two hundred and no more, and that the carts in which the article is hauled shall be of a uniform size, and have affixed to them the stamp of an inspector, certifying that each one holds, when full, a legal ton. If this is a good act, why Philadelphia alone have its benefits? Let it be made a general law. But the "long" ton should not be recognized in it. A hundred weight of 112 pounds is as much behind the times as a shilling of 12½ cents.

THE Montreal *Herald* says that a Cleveland house to compete in the New York and St. Lawrence route, caused one-half an invoice of crockery from England to be forwarded by New York, the other half by way of Montreal. The parcels started in the same week and the first lot arrived in New York while the Montreal shipment was being unpacked at Cleveland. Then the charges at New York were $70, against $20 at Montreal. If this is a correct statement it is convincing as to the advantages of the Montreal route which is open to Pittsburgh by way of Buffalo, Erie or Cleveland.

THE House committee on the Judiciary will take occasion to report a bill for the apportionment of members of Congress under the new census, on Wednesday or Friday of this week. The committee seem to think they can secure a majority in favor of the bill. A correspondent at Washington intimates that the Pennsylvania delegation will join the opposition to this measure. That is not likely since it will give this State two additional representatives, if the membership of the House is put at 275, as is proposed. Pennsylvania not only will not oppose this increase, but is willing to have it go into effect as soon as may be.

THE Ohio Republicans continue to have names presented for next Governor and Lieutenant Governor. One suggestion is that Governor Hayes be nominated for a third time, a good thing, but not according to the Buckeye practice of late years. It is also remarked that General Garfield cannot take the place of Governor, the salary is so small and the power so confined. The Sciota *Gazette* proposes General Charles E. Brown, of Chillicothe, who enlisted as a private soldier and lost his leg while doing before Atlanta at the head of the Sixty-third Ohio volunteers. The Xenia *Torchlight* suggests Robert Folger, Esq., of Massilon, for Lieutenant Governor.

IT IS WORKING.

Reform Within the Party.

[From the Pittsburgh Gazette, February 13.]

Faith in Our Masters.

We publish on our first page this morning the bill relating to the salaries of the Allegheny county officers, as it passed the House, with the amendments attached. It will come up in the Senate to-morrow. We see plainly the duty of Senators Graham and Anderson on this important question. We look to them to strike out all the amendments tacked on the bill at the last moment, in the House, before its passage, and to pass it in the Senate the same as agreed upon by the Allegheny county delegation in committee, and then send it back to the House for reconsideration. We have faith in the integrity of Senators Graham and Anderson, and if they desire the endorsement of the Republicans of Allegheny county, they will see to it that the pledges made last fall are faithfully carried out. Will you do it gentlemen? You both have a glorious opportunity to show the citizens of this county that, unmoved by others' treachery, you mean to adhere to *your* pledge. When the bill comes back to the House for its concurrence, we hope to have a full report made of the debate and vote, so as to enable the Republicans of this county to see who of our delegation keep faith with the pledges of the party, and who are unfaithful to themselves and their constituency.

The "Gross Betrayal."

The *Dispatch*, winking at and abetting the gross betrayal of the Republican party of Allegheny county by the Democratic members, charges that the Republican House at Harrisburg, pays the following gratuitous compliment to us:

The *Gazette* joins in with the COMMERCIAL in denouncing in bitter terms the delegation the State has. As nearly as we can learn the only chance the bill regulating the salaries of county officers has to succeed, is that it is being amended as it has been. If this is correct, the Allegheny delegation simply did the best they could with all they could. It seems rather unfair for the *Gazette* to read them out of the party so suddenly for this.

We have not yet been guilty of any denunciation. We simply want to see our members live up to their written pledges, and the Republican House and majority in Allegheny county, we demand that they do so. It is not our province to read any citizen, high or low, out of the party we represent; but it is our plain duty to tell the people where and when we discover a backsliding in their interests. The *Dispatch* could rebuke us for our honest and consistent course with much better grace had it actively labored for the success of the Republican party last campaign against such formidable and threatening opposition. As it did not we imagine it has little right to appear in the role of pardon broker between those who have egregiously offended and those offended. We have no alliance with the Democratic defensive or offensive. That journal is consistent in demanding true reform. It would have accomplished it outside the party ranks, to the destruction of the party itself. We promised it by another and more suitable medium. We have no good reason to now quietly on our victory, disregard what we and our candidates pledged, and make the people fully believe that there can exist no harmony outside. True reform was promised, true reform is needed, true reform must come or somebody will suffer.

Mr. Reform Question.

ALLEGHENY CITY, February 11, 1871.

Editors Gazette: In looking over your valuable paper this morning, I find that the bill, as amended by Mr. Robb and Mr. Humphreys, Hon. Members of the House of Representatives, Harrisburg, Pa., does not affect any officer elected prior to January 1, 1871, and also gives the commissioners $2,000 each. Now, it strikes me that these gentlemen are eminent in showing favoritism. Let us look at the bill as it is: the County Commissioners' salary was fixed at $3 per diem, and by Act of 21st March, A. D. 1867, they are entitled to $4 per day, as members of the License Board, and this is independent of their compensation as commissioners. Let us take November as at a post average day, his compensation as such amounts to $919 per annum, to which add $150 compensation as members of the License Board, and we have the present pay of commissioners in full at $1,619 per year. Now why should the salary of commissioners be raised? Why is it proposed to add salary paid as member of License Board $700, making the present salary as high as $2,319 per year? A commissioner. Is this, I would ask these gentlemen, retrenchment and reform? Is it carrying out the platform of the Republican party? Is it not a total fall, and to which these gentlemen stand pledged in writing? We all know that County Commissioners' office is sought for at $1,619 per year. Why then increase their fees to $2,700? Is this relieving the people of taxation?

And again the said fee bill as amended, so that it takes effect only after January 1st, 1871. If the honorable gentlemen will permit, I will respectfully propound the following questions: First, Did they not pledge themselves to the Executive Committee that they would abide by the resolution of 1870 in every particular? If so, why do they not give the lie to their pledges? Did not the county officials now elected, run on the platform of said resolution, and takes effect only after January 1st, 1871. If the honorable gentlemen will permit, I will respectfully propound the following questions: First, Did they not pledge themselves to the Executive Committee that they would abide by the resolution of 1870 in every particular? If so, why do they so soon give the lie to their pledges? Do they not imagine that the people will be more elected last fall, also pledge themselves to the same effect? If so, why are the honorable members of the Allegheny delegation not in their behalf? Is the good will of interested parties or more importance than the people of Allegheny county in the Republican ticket last fall? It is the belief that the candidates for office on said ticket, the gentlemen[illegible] among the people to assist, and would redeem their written pledges in good faith? If not, why will they, pledged to the platform, so openly violate the pledge? A pledge answer would oblige

A REPUBLICAN WHO BELIEVES IN REFORM IN THE PARTY.

FROM PITTSBURGH TO CHICAGO.

Does the Pennsylvania Railroad Intend to Keep Its Lease of the Fort Wayne?—Will the Baltimore and Ohio Railroad Get It?

[From the Baltimore Bulletin of Saturday.]

A brief dispatch came from Chicago yesterday stating that the Pennsylvania Central Railroad was organizing to construct a line from Deerfield to Dayton O., thus securing another through connection with Chicago. This rumor is of great importance, if the fruit of truth[illegible]. It is the most and immediate and Ohio Railroad—[illegible] on foot by—will direct line from Pittsburgh to Chicago. It is necessary to understand the situation.

There is already a direct line from Pittsburgh to Chicago, called the "Fort Wayne." The stock of this was watered 60 per cent., and then leased to the Pennsylvania Central, who pay an annual rental based upon the watered stock. Last year, all the Pennsylvania Central pays for the use of the Fort Wayne, is the interest upon this watered stock, its actual cost. When the new line of the Baltimore and Ohio Road from Pittsburgh to Chicago shall be completed, it will be in direct competition with the Fort Wayne. As the new line will have to earn interest only on the cost of construction, it will be able to carry freight proportionately cheaper than the Fort Wayne. It will require only $190 of net profit, while before the Fort Wayne can pay $100, it is obvious that in this competition the latter could not compete. But the Pennsylvania Central Road has guaranteed the Fort Wayne earnings for the full term of its lease. If it adheres to that lease, it will of course be ruined by the new line of losses. What will it do? and what will be the revised edition?

Doubtlessly it will repudiate the lease. It must do so. This course may not appear quite honest, but it is modern. And modern ideas, it is said, have no sort of rude equity in it; for there is no sense in having the Fort Wayne stockholders receive sixty per cent. for their stock, while the new comers, on a fairly earn, which has to be exacted out of the community at large. Besides, from the time that the Pennsylvania Central Road has thus stream of freights drawn from the great public cow; how it must go back to plain, honest milk.

But it would not do for the Pennsylvania Central to repudiate its lease of the Fort Wayne and leave itself without connection with Chicago and the far further West. The Fort Wayne will come to terms again ultimately with the Pennsylvania Central; for after all, their interests are identical and they can do a better business in close connection with the other than they can while divided. What the Fort Wayne is coming to new terms, or while those are under negotiation, it is necessary that the Pennsylvania Central be independent, should possess some other connection with the West; and it is with a view to securing this independence, or to securing a similar measure, and Illinois is disposed to try it.

Starting down Southeast from Chicago, is the road called the Indiana Central, sending off branches to Indianapolis and Cincinnati, and owned by the Pennsylvania Central. It is with one of these branches that the new link is to be connected. And thus the Baltimore and Ohio will have access to Chicago through connection with Chicago, and one that will be quite independent of the Fort Wayne. It is true that it is a circuitous route, and is about one hundred miles longer than the Fort Wayne or the Baltimore and Ohio line. It will, however, be a permanent insistence; but it can be made sufficiently to serve a temporary purpose while new arrangements with the Fort Wayne are under negotiation.

To one who has been watching the development of the recent railroad combinations, the news is very interesting. It is a very pretty game as it stands, and all the more pleasing to watch because one never can tell what the next move will be. Nobody, however, will be remarked that there are no end of moves yet on the board. The Baltimore and Ohio should not secure the Fort Wayne. This would be a famous point, but probably could not be made against such disasters as have fallen on the Erie road. Should the Fort Wayne stock may get an ugly fall during 1871, and then there is no knowing whose hands it will pass into. The new line upon the whole will be a more direct line from Pittsburgh to Chicago, and will be a new trump card in the Baltimore and Ohio Company's hand, which may be played in the greatest variety of ways.

The only thing we know definitely, so far, is that the new line from Pittsburgh to Chicago has come up the Pennsylvania Central people, and they are strengthening their connections through the west. This is an illustration of the importance—an importance of the first magnitude—of the new line to the whole trade of the West. It taps the best and richest part of it, and puts it in new and close connection with its interior. It is, every great advantage promoted, but none in a degree equal to the interests of Baltimore. It is about to become really true, at last, that a straight line is the best road to trade, and is grasped by Baltimore, when she shall awake to a sense of her opportunity and of the means and methods necessary to improve it.

DEATH STOPS A SWINDLE.

How a Tammany Scheme was Foiled and $9,000,000 Saved.

Last winter the Legislature of New York passed an act authorizing the widening of Broadway from Thirty-fourth to Fifty-ninth street. Commissioners were immediately appointed to assess the damages for injury inflicted, and benefits for value conferred upon property affected by the project. The Commissioners, working in the interest of the Tammany Ring, were not faithless to their master. Through collusion with property owners, damages far in excess of benefits were allowed, but the Tammany ring was to receive the lion's share of them. But it would not do for the ring to have permitted the whole amount of the allowance to pass directly from the city into the hands of the owners of the property assessed. The ring would, in that event, have been by no means sure to have secured their share of the plunder. There was but one course to pursue—the money must be passed from the city into the hands of a stakeholder, as it were, who should give to each claimant his share of the funds. As, after the agreement, the County Auditor, Mr. James Watson, was selected for this purpose, in consideration of excessive allowance, the property owners, or most of them, had been induced to assign their claims against the city for damages over to that gentleman, in trust, to pay to the ring its share and to the property owners their share of the proceeds. Most of the property owners made this assignment, and Mr. Watson was entrusted with about $9,000,000 of these claims. But when Mr. Watson died a few days ago, the conspirators knew that his estate must be taken before the surrogate, and that all the circumstances connected with the creation of this trust estate of $9,000,000 would be inquired into. Tweed and the Tammany leaders were soon in consultation, and the Legislature at Albany was quietly given an act repealing its act to enforce the widening of the street, and no time in acting favorably upon it. Thus one man's accidental death served the taxpayers of New York city from the effects of one carefully concealed scheme of the virtuous Tammany leeches.

REMOVAL OF FATHER FARRELL.

A Catholic Priest Forced from his Position for Sympathy With Italian Unity.

Among the most interesting and significant letters read at the meeting in New York to celebrate Italian Unity was that of the Rev. Father Thos. Farrell, pastor of St. Joseph's Roman Catholic Church. It closed with the "sincere wish" "that all men throughout the world may soon enjoy civil and religious liberty and equality before the law." Certain parties didn't like this, and outside influence, of a political character, it is said, was brought to bear upon Archbishop McCloskey to remove Father Farrell's name. Feeling the importance of the subject the Archbishop took counsel with his priests, who all voted for removing Father Farrell from his church. Accordingly Father Farrell received a note from the Bishop last Tuesday informing him of the action of the council, and informing him that he must retract or be removed. *He will not retract.* In regard to the efficiency of Father Farrell in the priesthood, it is said that having taken charge of St. Joseph's Church fifteen years ago, when it was heavily in debt, he has removed all such obligations, made it a large piece of real estate and put it in better condition than any other church in the city. And all without making unusual demands upon his people.

A RAILWAY SIGNAL SYSTEM.

They Manage These Things Better in France and Germany.

[From the New York Times of Friday.]

One of the evening papers says, with an entire disregard of fact, that "no human foresight" could have prevented this calamity. In Germany or France, it is the simple truth to affirm that no such "accident" could have happened. Axles may break, and car wheels give way, but collisions never take place. A single train may come to wreck, by reason of some unforward event whose nature may be of the really unavoidable sort; but the horrors of the scene will never be intensified by the destruction of other on-rushing trains. The process of prevention is one of—almost—primitive simplicity. A signal system, of easy arrangement, but of—comparative efficiency, is in operation on every mile of the track, by day and night. Men are permanently stationed along the entire road at short distances, having huts in which they live, and patches of ground to cultivate. It is their business to keep watch within sight of each other. During the day they signal with flags the passage of every train, and at night perform the same service by means of colored lights. In foggy weather the signals are made with horns. It is no affair of theirs whether a train is running on time or otherwise; all they have to do is to pass along the signal that a train has started and is on its way. The men being placed thus within sight of one another, a signal given at the train's starts is passed along with a rapidity that outruns the train, and reaches the next station in time to be of use. The code of signals is, of course, so arranged as to meet emergencies which may arise at any point. If a train is off the track or delayed by some breakage, or if the road-bed be otherwise rendered unsafe, danger or impediment signals summons help, warns of danger, and stops all approaching trains. The entire efficiency of the system has been proved by long experience and many years of use. In practice it has been found that an unbroken current of signals can be transmitted with a speed greater than that of the swiftest express, and next only that of electricity. It is a simple question of sharp sight and quick action on the part of men who have no other work to perform. It is idle to tell us that a train behind time, as was the Pacific express on the night of the disaster, could not have been warned by even so simple a means as this of the destruction that lay in its path. And, therefore, we refuse to place the terrible disaster in the category of unavoidable occurrences which "no human foresight" could guard against.

RECONSTRUCTING FRANCE.

Plan Proposed by the Dominant Party.

A Provisional Government Equally Divided Among Imperialists, Orleanists and Republicans — A Long Interregnum, Then a Plebiscitum.

[Special Dispatch to the Cincinnati Enquirer.]

NEW YORK, February 13, 1871.—Private advices received to-day from Bordeaux give at least an insight into the programme determined upon by the Conservatives elected to the Assembly. The necessity of peace is acknowledged by all, but not any one party can be found willing to consent singly to the permanent dismemberment of France, or to the cession of territory.

It is therefore agreed that the Bordeaux Assembly shall not decide upon a permanent Government for France, but upon a provisional one, to be called *interregnum*, in fact, with power to make peace on the best possible terms. This Provisional Government will be called the Council of Paris or Executive, and will be composed of nine members, three Imperialists, three Orleanists and three Republicans, as follows: Rouher, Ollivier, De Lesseps, the Count of Paris, Trochu, Guizot, Jules Favre, Changarnier, and Grevy or Thiers.

This committee is to act as a unit in all matters affecting the peace formula to be agreed upon with the Germans. It will, in the name of the various parties, assume whatever blame or responsibility attaches to the cession of territory, without which the war can not close.

Having agreed upon terms and restored peace, these same nine men will organize as a Committee of Public Safety, under the Presidency of the Count of Paris, and permit the country to come to rest and recuperate somewhat from the struggle of the last few months before submitting to the people of France the questions whether the Orleanists shall be restored, or whether the King of the Belgians shall unite his country with that of France, and be the ruling monarch of *La France Nouvelle*, with the liberal Belgian Constitution as the fundamental law of the lands.

The elections of the past few days having resulted overwhelmingly in favor of the Conservatives, there is no possible chance that the Bordeaux Assembly will ever be permitted to go through the ordeal of a plebiscitum, and the Belgian scheme is only to be submitted to the people to satisfy the Left Centre out and out Republicans, who consider the Prussian programme as the cause of the recent Conservative triumph.

Still, it will be months before the plebiscitum can be reached, and France in the meantime, like Italy during the past eighteen months, will enjoy an interregnum, during which time and only which it is possible to

The Pittsburgh Commercial: Saturday, February 18, 1871.

The Tennessee.

Public Anxiety Not Allayed.

The Vessel Seen Off Hatteras Now Supposed to Have Been the Tennessee—The Nantucket Ordered to Await at San Domingo the Orders of the Commission.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 14, 1871.

The dispatch received from Boston about sighting a vessel supposed to be the Tennessee in the windward passage, and the interpretation given to the circumstances by the Naval Department, appeared for a time to allay the fears generally felt, but to-night the doubts are as strong as ever. Judge Orth, of Indiana, states positively that the President told him several days ago that instructions were given to report the arrival at once, and it was time to begin expecting news two weeks ago. The opinion expressed outside of official circles is that the vessel seen off Captain Drummond's balcony in a gale off Hatteras is more likely to have been the Tennessee than the vessel seen in the windward passage, especially as Captain Drummond now says he does not know she was a barque-rigged.

Some surprise is beginning to be felt that the President or Secretary of the Navy, in view of the conflicting rumors and painful uncertainty prevailing, does not make public the precise instructions to the commissioners and commander of the vessel and admiral in those waters, touching the course to be pursued with reference to communicating with the government at home. It has been said that the reason no news of the arrival of the commissioners has been sent to Havana may be that the Commissioners found no vessel there which they could send to Havana; but Admiral Lee, in a dispatch to the Navy Department, dated January 11th, announcing his own departure with the Swatara from San Domingo, says: "I have ordered the Nantucket, now at Porto Plato, to come here and keep ready for any service which the Commission may require." This dispatch is among the papers sent to the Senate in reply to Sumner's resolution. While all persons are hopeful that the expectation of a safe, and some are confident, there is nevertheless great anxiety on the subject.

The New York *Herald* reporter who boarded the bark Mary Ann, at Boston, Tuesday, was told by Captain Hodgskins that he did not hail the steamer he saw, nor were any signals whatever shown on the man-of-war; he of course, knew nothing about the mission of the Tennessee, and was therefore ignorant of the fact that there was a prevailing alarm concerning her safety. He positively says that he must be the steamer from which tidings are so anxiously awaited, he says that he is unable to give more than a very general description. Her extreme length impressed him but he did not notice her gun ports, and did not observe the head four mammouth smokestacks. St. Nicholas' Mole, from whence she appeared to come, is at the northwest extremity of the island of Hayti. From the fact that the strange steamer seemed to be taking her time and to signal that she desired, the captain very sensibly reasons that everything was all right, and he has no doubt but her safe arrival will soon be reported. He reports unexceptionably fine weather.

BUTLER SHAKES HIS HEAD.

A Washington special says that General Butler thinks it was the steamer Severn that was spoken instead of the Tennessee. Several days left Havana on a cruise around the islands, on the same day that the Tennessee left New York, and the time allowed would have brought her just where the Tennessee was reported as sighted. The Navy department has also information that the steamer Severn Yantic have been at San Domingo City for three weeks, and the Secretary seems unable to account for the fact that the Tennessee has not arrived if she is one of those vessels had not been sent to Havana to report the fact by telegraph.

AN OFFICIAL OPINION.

The Chief of the Bureau of Steam Engineering of the Navy Department was spoken to on Tuesday on the subject of the machinery department of the steamer and stated that inasmuch as the engineer officers at the New York yard were entrusted with putting the engines in proper trim for service, and as these officers are among the best in the navy, every confidence was to be placed in the perfection of that part of the ship. He himself had the most perfect trust therein.

A WHITE HOUSE VIEW.

A Washington dispatch to yesterday's *Herald* says: The impression at the Executive Mansion this afternoon was that the vessel reported seen by the bark Mary Baker, which arrived at Boston Friday, was not the Tennessee, as there was no reasonable explanation for her being in the locality reported. General Porter states that in conversation with Mr. Wade and Dr. White, two of the Commissioners, they were of opinion that the vessel seen was the first last at Samana, and that this was their intention up to the time of the sailing of the Tennessee from New York. The President is confident that she will be favorably heard from in a few days. Collectors of portson the Atlantic seaboard have been requested to forward any information to the Treasury Department that may be gained from vessels arriving from the West Indies.

WHAT THE EXPEDITION EXPECTED.

A gentleman who had frequent conversations with the officers of the Tennessee just previous to their leaving says they frequently declared that they expected to get no letters or news of their whereabouts or progress back to this country until their return, for they had made diligent inquiry and found that at this season of the year trading vessels were generally laid up. They did not expect to get any word of their movements back under from four to six weeks for this reason. At this season of the year they expected to take at least seven days in going and returning, then they understood they were sent out to explore the island. It was the wish of most of them to lay up in Samana Bay a week or so, while parties with mules, tents, &c., went exploring inland with the scientific men of the expedition. They proposed to land again at some point near the eastern end of the island and explore that portion, and then land on the south side, at the town of St. Domingo, and make explorations inland from there. None or the officers dreamed of making simple calls at the ports around the island, but they expected they were to explore the country to a reasonable extent, and no intelligent exploration could be made with their small force of scientific men in less than a month. Two correspondents who accompanied the expedition left after making diligent inquiries, that they expected no letters to their respective papers could be sent home. They expected themselves to make the first report of the expedition. It is not the custom for the Navy Department to urge captains of vessels to send reports home merely to announce the safety of vessels. Such a request would be by the captain considered insulting in the highest degree, as it would imply a doubt of his capability, or a distrust of the ship; a fear that the Department considered her unseaworthy.

WEST POINT.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 14, 1871.

The first business of the day in the House was a report on the contested election case of Sheafer against Tillman, the speeches on which occupied about two hours. After the House voted to proceed with the resolutions reported by the Committee of Military Affairs a few years ago in regard to the late outrages by the first class at West Point, and Mr. Asper, of Missouri, who had charge of the bill, yielded a few minutes before beginning his speech for the purpose of allowing General Butler and Mr. Johnson, of California, to offer amendments, the first directing the Secretary of War to refuse the members of the first class at graduation the customary leave of absence, and that he grant them, unless in case of sickness, no furlough for a year thereafter, and the other directing the same officer to convene a Court of inquiry to ascertain if the officers conspired to keep from the public and War Department the facts in regard to the outrage, and if found guilty, to relieve them from duty at the academy. Mr. Benjamin, of Missouri, also desired to get in another resolution declaring that the military academy had outlived its usefulness; but this was ruled out on a point of order. A letter from Gen. Pitcher was then read by the Clerk, calling attention to the fact that a former outrage committed at the academy took place before the present first-class entered the institution, and before the present superintendent assumed charge. Mr. Asper, on making the report, accompanied it with a speech, urging the passage of the resolutions. Mr. Axtell, of California, in a ten minute speech, argued that all of the members of the first class were equally guilty, and should therefore be punished alike. General Slocum, a member of the sub-committee who investigated the matter, and who is a graduate of the West Point Academy, made a strong speech in favor of the resolutions, and in defense of the officers of the academy. He said that there were several circumstances which tended to make the government of the academy particularly difficult. One was the admission of a colored boy, and the presence of cadets who, by their influence in Washington, were able to obtain remission of their sentences. In criticising the course of Cadet Grant, however, he forgot that the cases where members of Congress had obtained the pardon of cadets were by far more numerous than those where there had been Executive interference. General Butler, in a speech in defense of the first class and in support of his amendment, referred to his own experience with West Point officers during the war, and that there is probably no man in this country who has in his heart of hearts so much reason to feel unfriendly towards West Point. For four long years he suffered as, he thanks God, no mortal man can ever make him suffer again on account of the jealousy of West Point officers. He said he had not been allowed to enter the rebel capital; but he thanked God that while he was sent home in disgrace, the brave Twenty-fifth corps of colored troops, every regiment of which had been recruited under his direction, and every officer of which had been recommended by him, was one of the first to go into Richmond; and then he made a strong special pleading for the first class, appealing to the House to be merciful, and concluded by exclaiming, "now, gentlemen, we have just forgiven more than five hundred West Point officers who had broken their oaths and were guilty of treason and murder, and have removed their disabilities. Shall we now refuse to be merciful to these boys?" General Logan replied to Butler with considerable heat and some of the same arguments, after which the previous question was ordered and a recess was taken. The matter will probably come up again on Thursday, but the vote on it is doubtful.

The session this evening was for debate only.

WHEELING, W. VA.

C. H. Berry's Rope Store Burned.

Two Men Killed by a Falling Wall.

Special Dispatch to the Commercial.

WHEELING, W. VA., February 12, 1871.

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U. S. Bonds of 1864	110¼	110¼	110¼
U. S. Bonds of 1865	111	111	110¾
U. S. Bonds of 1865 (new)	109¾	109¾	109¾
U. S. Bonds of 1867	109¾	109¾	109¾
U. S. Bonds of 1868	110¾	110¾	110¾
10-40s	109¾	109¾	109¾
Gold	111¼	110¾	111¼

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

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United States 5-20s of 1865	111
United States 5-20s of 1865	111
United States 10-40s	110¾
United States 5-20s, January and July, 1865	110¾
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Union Pacific Railroad	90¾
Central Pacific Railroad	94½
Currency Pacifics	112¾

—The Philadelphia *Ledger* says: A Washington correspondent says it is believed in case the National banks should not show a disposition to take these bonds it may be thought advantageous to foster the organization of new banks. Inasmuch as it is alleged that the Nashville banks made last year an average profit of more than 11 ₰ cent. on their capital, it is alleged that they can well afford to take bonds bearing 1 or ½ cent. lower interest. This correspondent seems to forget that bank managers are very much like the rest of human nature, and can distinguish the difference between a 6 and 5 per cent. bond as cyarefully.

—The New York *Herald* of yesterday says: The good market was weak under the halt in the advance in the prices of dry-goods, which removed the opportunity of recalling bonds from Europe, and declined from 111¾ to 111¾, the downward movement being assisted by large sales of long gold, which had been held for some time by parties anticipating an early and large return of the cessation of hostilities between France and Germany. It has been often remarked that the recent European war was a great disappointment in many ways to speculative interests on this side of the Atlantic. The expectation in wheat were among the first to suffer from a mysterious cessation of the struggle, and the gold speculators have been frustrated over and over again in all plans based upon conjectures as to the effect to be produced by certain stages of the war. The latest fiasco has been the "mull" movement organized in anticipation of active money markets in London, Frankfort, Berlin and Vienna on the peace arrived. Now no one seems to doubt that the present situation in France and Germany will enable gold long to be pushed by main force to 112¾, at which point the more wily members of the clique unloaded. The a crisis around the islands, on the same day that the Tennessee left New York, and the time allowed would have brought her just where the Tennessee was reported as sighted. The Navy department has also information that the steamer Yantic have been at San Domingo City for three weeks, and the Secretary seems unable to account for the fact that the Tennessee has not arrived if she is one of those vessels had not been sent to Havana to report the fact by telegraph.

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Schuylkill Navigation	17
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PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, WEDNESDAY EVENING, February 15, 1871.

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Reading	49¾	49¾	49¾	49¾	49¾	49¾
Harlem	130	130	130	130	130	130
Mich. Cent	117¾	117¾	117¾	117¾	117¾	117¾
Mich. Sou	94½	94½	94½	94½	94½	94½
Illinois Cent	134	134	134	134	134	134
Chicago & Rock Island	104½	104¾	104¾	104¾	104¾	104¾
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N. Pacific	75¾	75¾	75¾	74¾	74¾	74¾
Pref.	75	75	75	74¾	74¾	74¾
Fort Wayne	95¾	95¾	95¾	95¾	95¾	95¾
Ohio & Miss	35¾	35¾	35¾	35¾	35¾	35¾
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SATURDAY, FEBRUARY 18, 1871.

TERMS.

One copy, one year.....$2 00
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One copy gratis to the getter up of the club.

THE CRAWFORD COUNTY, AND THE ROTTEN BOROUGH SYSTEMS.

Well, we have at last the Report of the Executive Committee of the Ring Convention upon the vote of the people upon the question whether they shall be allowed the privilege of choosing their own candidates, or prefer having the work done for them by the managers under the "Rotten Borough" system, by which they have so ingeniously contrived to stifle the public voice as heretofore.

They told us frankly that they were appointed to ascertain whether the reform proposed had been approved by a majority of the *Districts*, and not of the *people*, but that only 65 of these districts out of 111, have made any returns whatever, while the residue have proved deaf to their repeated calls. They say moreover *that in their judgment* "the vote cast was a *poor index of the wishes of the people* as it was very light—in *many* cases amounting to only *five* or *ten* votes, and in *others* with no statement of the vote at all," and that "it is apparent from the returns that while the *city* districts are *probably* in favor of the adoption of the new system, the *country* districts are *almost unanimously* opposed to it." From all which they infer that it would be unfair to decide to make any change without first obtaining a full expression of the whole county, which they propose to make trial of again at the *next primary* elections after taking proper measures to obtain it.

This tardy and reluctant outgiving on the part of the managers involves an admission of the pregnant fact so often charged and so stoutly denied, that the votes in the country districts—the same precisely through which the last ticket was nominated—were so light as to furnish "*a poor index of the wishes of the people*, in many cases amounting to only *five* or *ten*"—in others with "no statement of the votes at all," which means, of course, as we have always supposed, that there were no meetings, or nobody there except the delegates, who went only to elect themselves.

We thank these gentlemen for the evidence they have so unwittingly furnished of the sorry parade of voters by which they manage to overrule the populous districts and impose on the Republican party an annual ticket for the most important offices under the delusion that it is their own, and under the penalty of ostracism to every man who feels compelled to denounce and repudiate the whole contrivance as a humbug and a fraud. And we shall quote their own action thereupon, when opportunity serves, in the way of advice to the people that their primary elections are "so poor an index of the public will" that the only remedy for the people is to "pick their flints" and try again for something like a decent expression of that will, which these little imaginary assemblies, passing in the nomenclature of these gentry for "township meetings," are now solemnly admitted not to furnish.

We cannot say as much, however, for the honesty or consistency of these arithmeticians, when, in recommitting the question to the country because it "has made no sign" at all, they tell us that this same country is almost unanimously "opposed to a proposition"on which it absolutely declines to vote, while in the face of an unusually large town vote declaring almost unanimously for the change, which, by the way, they are careful to suppress, they inform us in a subdued whisper that the City Districts are *probably* in favor of it. While the motive for this is obvious, and the special desire of the agents very unequivocally indicated thereby, we should think that any really respectable man, whose conscience has not been seared by Court House connections and practices, ought to have blushed at such a statement.

But how as to the new and adjourned reference which is to prolong the rule of these managers for another year, and to perpetuate it by the same logic hereafter? If the people of the country have refused to speak at the last election, how is it expected that they will be induced to do so at the next? "Oh!" say these gentlemen, "we will take measures to bring them out on the next occasion." But, gentlemen managers, you have done that on the former one, and if a standing advertisement for months—the urgent appeals of the organs—the asserted popularity in the country of a system which enables one man there to neutralize the votes of *fifty* in the towns, reinforced by the devilish suggestions which you privately distil into their ear, as to the unfair advantage they now have, which, judging them by yourself as you ought, as you think, to make them almost unanimous against a change, your own wishes rather than their opinions being the "father to that thought"—if all these means have failed what can you possibly do more unless it be to fight off a sentence of condemnation that must and will, as you know, destroy your power? Is it worth your while, however, thus to struggle for what can be no more than a mere respite of execution at the best? Is it either wise or becoming to disgrace your compulsory exit from the stage by the additional scandal of an indecent struggle in the hands of the executioner?

But why, if you are really Republicans and honest and trust-worthy referees, did you not give us the votes at large, and decide upon the opinion of the majority, in accordance with the fundamental principles of the party? You *know* that there was a large vote upon the question, and that the preponderance in favor of the change was perhaps *four or five to one*. Nor can you plead to this that the people were not *all* out, as you say now they ought to be. That is no objection at a general election, and you have often told us in answer to the objection of the paucity of your primary meetings as conveying no expression of the public sentiment, that if the people did not choose to attend and vote, it was their own fault, and they were no less concluded by what was done in their absence. Why, then, is it that you discard your own rule, and refuse to decide in accordance with the clear popular voice, and indulge even in the unworthy trick of suppressing the vote which could have shown how public opinion really stood upon this question? Is it only because you do not intend that the people shall decide it at all?

Yes, that consideration which suggested to you in the first place the transparent device of referring the correction of existing irregularities to the very parties who profited by them, by calling for votes by districts, wherein one rotten township with its *fifteen* could overrule a city ward with a *thousand*, to wit; that the people themselves were not to be allowed in any case, to right the wrong by reclaiming their lost power, and unhorsing you as leaders, is your idea still, as your assumption that the county is "almost unanimous" against the cities, as well as your recommittal of the question to the same tribunal as before, too clearly indicates. We give you notice, however, that all your tricks and subterfuges and evasions will not help you to maintain your unhallowed power. The people begin to understand you, and they do not intend to wait for your primary elections to decide by your "almost unanimous" but only thinly populated country districts—which are so convenient to you for manipulation and management—whether they are to be allowed the privilege of nominating their own candidates. It is now obvious to them, if it was not sufficiently so before, that no reform is practicable and no regard will ever be had for their wishes so long as you continue to usurp the management of their affairs and administer them for your own interests. As "ringleaders" you have made your last nominations, and if the cause of reform at Harrisburg is to be now obstructed by the fellow-feeling towards each other, which is but natural, perhaps, in a whole litter of the same birth, they will see to it that they are next year represented by men who will take no instructions either from the ring or its interested organs, and legislate for all fairly and equally without favoritism, and without respect of persons.

THE Erie Railroad Company has just secured a consolidated mortgage of $30,000,000. If, as is suspected, this is for the purpose of obtaining funds for laying a third rail to accommodate narrow-gauge cars, the importance of the movement is not easily to be estimated. It will bring a great railroad into such connection with the general railroad system of the country as is impossible while it is confined to the six-foot gauge.

WILL THERE BE PEACE?

The Germans having good hopes of the conclusion of peace, are yet acting as if a continuance of the war were not only possible but probable. This anticipation is, we suppose, their reason for the caution with which they allow the provisioning of Paris to proceed, as it is certainly their motive for calling into service another levy of fighting men. Even in the North it is likely that many sympathize with GAMBETTA's view of the situation; and the well known outspoken spirit of resistance in the South, and especially in the region in which the National Assembly holds its sessions, is regarded with great anxiety by those who expect only an accumulation of calamities from the prolongation of the war. All Frenchmen who have made up their minds to accept peace, are of course more or less reconciled to the surrender of territory, to the sacrifice of Alsace, a portion of Lorraine and also certain fortresses. They are no doubt also ready to agree to very heavy payments of money under the form of indemnity. It is, however, not unlikely that many of them have failed to anticipate the full amount of their conquerors' demands of this kind. In recollection of the enormous fines and requisitions which the Germans have levied wherever they have occupied the country, the French may be surprised when informed of the sum required from them as additional compensation. When enlightened on this subject there is danger that, in mere desperation or frenzy, they may reject the terms offered and rush once more into the conflict, resolved, though they should perish themselves to punish their extortioners. Such a result appears not unlikely from the comments called forth by the report that one of the conditions of peace proposed by BISMARCK is the payment of ten *milliards*, or ten times a thousand millions of francs, in the way of indemnity in money. By the leading French journal in America this demand was treated as an offer not to be entertained for a moment. The imposition was described as "an annual and perpetual *rente* of five hundred millions; money enough to maintain in the service of Germany a permanent army of five hundred thousand men, and thus place all Europe under the sceptre of King WILLIAM at the expense of France." It was described as "the consummation of the ruin begun, as wholesale pillage become an institution, the organization of robbery on a colossal scale." To sign such a treaty was declared to be out of the question, the offer of which could be properly answered only by the consecrated phrase, "*France dies but does not surrender.*"

We do not yet know what terms will be offered. We are, however, safe in assuming that they will be such as to seem very hard to the defeated power. Unhappily there is little reason to hope that the National Assembly will be controlled by men capable of looking at the situation calmly and rationally. It will be wholly unlike the National Assemblies of the past, if it is not more under the influence of passion than of reason, more ready to listen to the wild theories and enthusiastic hopes of declaimers than to the suggestions of wisdom and experience. Frenchmen thoughtful and judicious when alone are apt to lose their heads in the excitement of a multitude. Then the Assembly may be disastrously influenced by the population by which it is surrounded. An eloquent or plausible member may easily enough prove to the satisfaction of his *confreres* that France is not yet subdued. It is mere fact that France is still able to send into the field five hundred thousand fresh troops, who may be armed with weapons from England and the United States. For officers they are not likely to be in want, as General BEAUREGARD and others distinguished in the Confederate struggle are reported to have offered their services. Then it may be urged by the advocate of continued war, that of the one hundred and nineteen fortresses of the country, only twenty-five have been taken and occupied by the invaders, and that of those still in French possession some, as Lille, Valenciennes, Cherbourg, Brest and Besancon, are exceedingly strong, the capture of which would cost the Germans a vast expenditure of time, money, and men. It may also be urged that the Germans, especially the rank and file, are notoriously very tired of the war, and that in continuing the conflict, the French may reasonably hope for much from this feeling among their enemies. Another source of argument may be the hopes of foreign allies, if they prolong the struggle into the warm weather. Such hopes need not be well founded, for the French have a knack at hoping. But a powerful party in England *are* anxious, in view of the permanent prostration of France, as well as disgusted, and perhaps alarmed by the bearing of Germany. The Swiss are also alarmed in prospect of difficulties with Prussia, even as BISMARCK is irritated at Swiss neutrality. For these and other reasons, real or fanciful, the French may resolve to continue the war.

THE NEW HAMBURG IMMOLATION.

There seems to be no question that the immediate cause of the appalling sacrifice of life on the Hudson River Railroad was a broken axle. An oil train, running south, in crossing the bridge over Wappinger's creek, was suddenly checked up, and one of the cars was found directly across the track, upon which the passenger train northward was momentarily expected. A portion of the oil train remained upon the bridge, while the engine and head of the train had passed over. Statements differ as to the time which elapsed between the stoppage of the oil train and the fearful collision which followed. It was not many minutes, however, until the passenger train approached and went crashing into the oil cars with a momentum corresponding to a velocity of thirty miles an hour. The whole train is instantly bathed in oil, and the flames flash like lightning sheets to lick it up. One car was doomed to utter destruction, and not a soul escaped. While those passengers who could escape, were fleeing for their lives, those who could not were being burned or suffocated in their prison house, or held a little while in agony until the bridge gave way, only to be crushed, or drowned, or frozen to death in the ice-bound stream. What a scene of horror to the saved! What a realization of agony to those doomed to the sacrifice! The imagination recoils from it, and the heart sickens.

The most favorable view taken of this calamity—favorable for the officers of the road—is that no one can be properly considered responsible for the fearful succession of disasters which followed the breaking of the axle on the oil car, because no opportunity was offered for signalling the express train, and no amount of good management could have averted the conflagration, the sinking of the bridge, and the slaughter which resulted therefrom. Grant all this, and it is not enough. *The axle should not have broken.* Some one is responsible for putting in an inferior axle, or continuing it in use after it had become unsound and dangerous. The "breaking of axles" is a most prolific source of railroad casualties; and, if a proper effort were made, the mechanical skill could certainly be commanded to overcome weak axles. Too little attention has been given to guarding against the manufacture and use of unsound axles. These axles should be tested with the same precision, care and scientific skill which are employed in the examination of boilers, and as much attention should be paid to the quality of the iron of which they are made, as is given to the quality of boiler iron. In addition to this there should be a thorough examination of the axles as the train progresses from point to point, and not the superficial tapping which is too common on many of our roads. Until our railway managers make an effort, at least, to prevent these terrible sacrifices of life by adopting such measures as will secure axles that will not break, they will justly be held morally, if not legally, responsible for the consequences.

As we have said, statements differ as to whether the passenger train could not have been saved. The examination of witnesses before the inquest has only begun, but we are left to infer, from the testimony of the conductor, that his train was so close to the bridge at the time the accident happened to the oil train, as to prevent his being warned of the danger in time to avoid the collision. He says his train was only forty yards from the bridge when he heard the first signal, and he does not know whether the patent brakes were applied or not. The engineer was lost, but the fireman escaped by jumping from the train. He says that when they approached the bridge an engine was observed upon the track, "but it excited no surprise, nor did it lessen the speed of our train, as it was usual for locomotives to stop at this place to take in water from a tank." In a moment after, signal lights were seen flashing through the darkness, and the fireman leaped from the engine in time to save his life. Now, from this it will be seen that the engineer of the oil train was negligent in not having displayed a signal light from his engine, even supposing that the conductor had not time to send forward a man with a signal on the track, which was his first and immediate duty. Under such circumstances, the safety of scores of lives depends upon the proper use of moments of time. A delay of half a minute may be fatal, and probably was in this case.

There is another aspect of this case worthy of grave consideration. It is said that while Mr. SLOAN was President of the road, he had three hundred "roadmen" constantly employed, and stationed within average distance of a mile, whose duty it was to see that no train passed except upon a clear and unobstructed track. He had a system of signals, whereby one roadman could communicate with another, and send the alarm along the track with great rapidity. As a result of this precautionary measure, the President, during the whole period of his management, was enabled to advertise on all his bills, that the road had never caused the death of a passenger. When VANDERBILT assumed control, and when it became necessary to *economize* in order to pay dividends on watered stocks, two-thirds of the roadmen were dismissed and the system was virtually broken up. Limited as was the time for signalling, in this case, it could hardly have failed to have been sufficient under the perfect system which VANDERBILT's false economy had rendered useless. If it shall turn out that this calamity could have been prevented by continuing in force the admirable system which previously existed, then the company should be made to pay to the living sufferers and to the legal representatives of those who were killed, the very highest measure of damages. Any attempts to save money to the stockholders at such fearful cost as that incurred at New Hamburg, is a crime against the public which cannot be too severely pnished. The money saved by dismissing two hundred watchmen will be but a poor compensation to the stockholders, when the cost of this calamity is computed in all its details; and when it becomes the policy of a railway company to lessen rather than increase the means for protecting the lives of their passengers, courts and juries should compel them to pay the fullest damages possible. During the past year, six railway companies in England paid over one million five hundred thousand dollars as compensation for personal injuries, and if the companies here were held to the same strict accountability, we should not have such frequent repetitions of these terrible slaughters.

IN the French National Assembly, it is now certain, the supporters of monarchy will outnumber the Republicans by a great majority. Few will be surprised at this result of the election, as it has been fully expected by all who have paid serious attention to the state of opinion or prejudice in France. In the knowledge of the real feelings of their countrymen, the Government of Defense refused to afford them an opportunity of rejecting the Republic beforehand, hoping that they would be won over to it when invested with the glory of triumph in the war. If allowed freely to deliberate and decide upon the future government of the country, the Constituent Assembly may be expected to choose a King. If the three royal lines, Legitimist, Orleanist and Bonapartist, from which the Assembly may make a selection, the first is not likely to have many supporters, and the contest for a selection will probably be between the Orleanists and those who favor a restoration of the Empire, either in the person of LOUIS NAPOLEON, or in the person of his son, with the late Empress as regent. The popularity of M. THIERS as shown in his election to the Assembly by so many constituencies with overwhelming majorities, may be considered as evidence of the prevalence of Orleanist sentiment. Then, it is certain that the conduct of the Orleanist Princes during the war has procured them much favor. They have even gained by the persecution of Gambetta and the Republican leaders. In reference to the prospect or chances of the Bonaparte dynasty it is hard for a foreigner to judge. Looking at the naked facts of the situation and assuming the French to be like the rest of mankind, a restoration would seem simply impossible. According to the the latest dispatches, the Emperor himself, after long confidently expecting the reinstatement of his dynasty, is at length despondent. His hopes have been destroyed by the course of recent events in France and by the revelation of public sentiment in the elections. A short time ago, M. ERNEST DAUDET, a well known author, addressed a letter to the Emperor's former minister, M. CONTI, in which he discusses the hypothesis of a BONAPARTIST restoration. The statements and allegations of the letter were intended to discourage the hopes of the exile and seem already confirmed by the facts which have had so depressing an effect at Wilhelmshohe. M. DAUDET admits the possibility that France, crushed, conquered, disorganized, ruined, utterly unable to resist any longer, and finding among neither Republicans nor Orleanists nor legitimists a government willing to adhere to her defeat and sanction her shame, may be compelled to accept from the hand of the conqueror the masters whose yoke she had thrown off. He is, however, sure that on recovering a portion of her strength, her first act would be to throw off the BONAPARTES. The first care of France would be to vindicate its manliness and dignity by repudiating a race which has three times deceived its confidence and brought upon it innumerable calamities. He says that the inhabitants of the towns regard the Emperor with mingled hatred and contempt, and that the soldiers are just as little to be depended upon. The peasantry and rural population in general upon whom the Emperor relies—for whom he did so much while in power—are easily ungrateful, and their heart does not reason where their interests are concerned. Nearly thirty departments having been invaded, ravaged, burnt, ruined by the invaders, more than a third of the French peasantry pursue the BONAPARTES with curses and execrations. As for the others, the peasantry of the South, the Emperor is told that he well knows that *they* had ceased to love the Empire before the time of calamity. The restoration would be followed by civil war. "The Empire and liberty are two things which the hatred of the nation for the former must render forever impossible." With liberty the empire could not stand for a day. In conclusion the Emperor is told that he is condemned, forever condemned, and that every truly French soul will turn away from him. "For the happiness of France, for the establishment of your dynasty you can do nothing. Return to the island from which you have issued; veil your face, seek the shade and desire to be forgotten."

In connection with this subject of the future government of France, it is interesting to know that the hopes of the Legitimists are reported to be very lively just now. The residence of the Count de CHAMBORD, at Frohsdorf, is thronged with visitors, and twice every day couriers arrive with dispatches from the agents of the party in France.

OLD and familiar to all is the apologue which sets forth the consequences of a collision between an iron and an earthen pot. Let the advocates of Civil Service Reform keep in mind the "moral" of the fable and take courage. Evidently the politicians and their devoted retainers are resolved to stand by the existing system to the last, and failing to defend it or prevent change by fair and direct means, after the ways of their kind they readily apply means foul and indirect. Their present method is to affect to favor reform and of reform but great zeal in its accomplishment, and then, sheltered from reproach under this easily assumed disguise, they assail and reject as impracticable every measure proposed for the removal of the nuisance. This sort of tactics dexterously applied may be, doubtless will be successful for awhile, but we fancy that few even of the class of politicians fail to perceive that the while cannot be long. In their unbeautiful though almost childlike trust in the gullibility of the people, some of them may hope to make the system outlast their time. The aged, at least the very aged among them, may not be deceived in this delightful hope. The younger may as well give in at once, as the people are determined to have the reform in which they see more clearly every day that nothing less than the life of our free institutions is involved.

PREVENTION OF RAILWAY ACCIDENTS.

Every fresh disaster on our railways starts anew the discussion as to how these terrible sacrifices of life can be prevented. It is evident that there must be a radical change in the present system of railway management in order to secure that immunity from accident which is necessary. The breaking of axles and rails, and collisions between trains, are now the most prolific causes of these calamities, and it is the duty of railway managers to bend every energy towards preventing them. In a former article, in referring to the New Hamburg slaughter, we stated that the axle should not have broken, by which was meant that such care and skill should be employed in the making and using of wheels and axles as that they would very seldom if ever break. Railroad men generally are of the opinion that broken axles cannot be guarded against, as they may contain hidden flaws when made, or may "crystallize" by use and snap off at any time in frosty weather. We contend that by skill in the manufacture and vigilance in the use, the liability to accident from this cause can be essentially lessened, just as boiler explosions have been diminished.

In regard to collisions, mechanical skill is overcoming many of the causes which lead to them. The most important of these are the improvements in the appliances for checking or stopping the speed of trains. A few seconds of time, and a few feet saved in distance, are all important in cases of threatened collision, as has been demonstrated by the New Hamburg casualty. The testimony as to the time and opportunity which the engineer had to check up his train, after seeing the danger, is very conflicting. The brakes used upon the Hudson River Railroad are the Cramer patent, which are operated by pulling the bell cord; and their working depends, first, upon whether the springs are wound up, and secondly whether the attachments are properly made from the cord to the brake on each car. Some of those examined before the inquest spoke of the brakes "not taking hold," and others stated that, at the speed the train was running, it could not have been stopped in less than half a mile. If that be the case, this brake is certainly not the best. The Westinghouse Atmospheric Brake, so familiar to those who travel on the principal railways leading from this city, has the power to bring a train to a stand-still within the distance of four hundred feet. Last week this brake was tested on the Boston and Providence Railway, as we observe by a late Boston paper, in the presence of nearly all the railroad Superintendents of New England, when the train, when running at the rate of twenty-five miles an hour, broke up in fourteen seconds—the length of five and one-half cars—or a little over three hundred feet. We witnessed a similar test of this brake, in 1869, previous to its adoption on the Pennsylvania Railroad, which took place on the eastern slope of the Alleghny mountains, on a down grade of ninety-six feet to the mile, and the train, running at a speed of thirty miles, was stopped in seven car lengths, or about four hundred feet. These tests have been repeated on various railways, with like results, and the consequence has been that the brake is now used on twenty-two roads, three hundred engines, and fifteen hundred cars. Experienced railroad men have no hesitation in giving it as their judgment that, had this brake been in use on the ill-fated train, the collision could have been avoided. A train of seven cars, running at thirty-five miles an hour, would run its length in about ten seconds, so that every second economized in the application of the brake would save over thirty feet. The New Hamburg disaster presents a memorable illustration of the importance of a few seconds of time in such a crisis. Instances are not wanting in which the air brake has prevented serious collisions.

The traveling public have but little interest in the means employed for their safety, and seldom take the trouble to investigate or compare the advantages which one appliance may have over another. It is perhaps to their disadvantage that they do not. But they have a right to expect and demand that railway managers, to whom their lives are committed, shall examine the merits or demerits of every invention calculated to lessen the dangers which beset them, as well as to increase their comfort and convenience. And where a really meritorious appliance has been invented, it should be promptly adopted, no matter at what cost, and without regard to how it may interfere with the devices or interests of others. The safety of the public should be the paramount consideration. No road can long maintain itself in confidence, if it neglects to keep up with the spirit of the age in adopting every means of security which mechanical skill can devise. Not only should all improvements be applied as soon as practically tested and approved, but premiums should be offered for the best methods of preventing what now seem generally regarded as "unavoidable accidents." We believe the day will come when the breaking of wheels, and axles, and rails, will seldom occur, and when collisions will be rare. To hasten that time should be the aim of all our railway companies.

AT last it appears to be a settled thing that the Alabama claims as well as the other subjects of controversy between Great Britain and the United States are to be discussed and adjusted in Washington. Undoubtedly the prospect of a happy termination of the disputes in question is thus fairer than if London were the scene of the negotiations. Several reasons warrant this view of the subject. In London the negotiations when renewed would almost necessarily start from the points reached, and upon the foundations laid in the long discussions of the past. In Washington the subject may really be taken up *de novo* and treated as if for the first time. Then, in coming to terms in a controversy involving great practical interests, negotiators, whether statesmen or merely business men, are often influenced as much by the impressions received from one another's spirit and bearing in the debate as by their formally stated arguments. In London the discussion would go on between two men, each representing his countrymen. In Washington, with several negotiators on each side, old diplomatic formalities may be dispensed with and the misapprehensions or the momentary irritations of one or more of the disputants may be corrected or soothed by their colleagues. The obstinacy of one may yield gracefully in deference to the judgment of another; the arrogance, real or seeming, of one may be counteracted by the gentleness or conciliatory spirit of the others. A still more important consideration is the knowledge of the character and temper of the American people which the English negotiators can hardly fail to acquire by their sojourn in the country before and during the transactions, knowledge likely to be very useful to them and almost certain to be turned by them to profitable account in their work. Since the war which gave occasion to the offenses for which the United States ask compensation many Britons of eminence have visited this country, and it is a significant fact that several of them, on their return home, have professed a better appreciation of American grievances as a result of their visit, while nearly if not quite all of them have been rather deeply impressed with the importance of their early and amicable settlement.

IN trying to induce the House of Representatives to treat the Fenian exiles as if they were foreign lions of the first order, noble martyrs of a sublime cause, General BUTLER did nothing inconsistent with his character or career. General BUTLER aspires to be President of the United States. Long a member of the Democratic party, he is a hearty believer in and master of its political tactics. By his mere motion the other day, of course he gained his whole object, which was to prove how deeply he sympathizes with the oppressed Irish, and how sincerely he approves of the Fenian plans for their deliverance. Popularity among the Fenians seems to the gallant General ample compensation for any evil or injurious effects in any direction which the act may have produced. That his motion might be likely has been regarded in England as grossly offensive or even insulting to a friendly power with whom just now we wish to settle amicably some long standing difficulties, is as well known to BUTLER as anybody. In fact the affront was intended, it was a part of the compliment paid to the illustrious exiles. But the General attends to his own interests first and then to the interests of the countryat large. It is the good old rule, the simple plan, for following which he expects a splendid reward. Should the people detect and resent his selfishness, he feels sure of forgiveness on easy terms, as in his heart he believes that every one of them having ambition enough to aspire to be a constable, secretly admires his cleverness. "A fellow feeling makes us wondrous kind." The General evidently is not aware that the people had some years ago outgrown the condition in which filibusterism seemed to them patriotic, and bullyism a characteristic of a great and free nation. No harm is likely, we trust, to come out of General BUTLER's display of Fenian sympathy, and it may result in good if it serves to remind the people vividly of Congressional exhibitions which, in the remote time of Democratic ascendancy, used to call forth such general and enthusiastic applause; which in remembrance create mere disgust. When in the early period of our civil war conspicuous members of the House of Commons, satisfied that the bubble had burst and that the resentment of the United States was no longer to be feared, freely expressed their joy in our calamity, and even indulged in unflattering remarks touching our national character, Americans were naturally indignant. The indignation excited by the railing and scoffs of the *Times* newspaper was slight in comparison with the anger provoked by the unfriendly words and propositions of a few British legislators. We are, however, safe in saying that no words used in the House of Commons in those days of our eclipse ever equalled in offensive meaning the language which American Congressmen used in times of international difficulty or even of entire international harmony to employ concerning Great Britain. On this side of the water such threats and denunciations were well understood to be used for effect not abroad but at home. They were a part of our elective machinery, democratic and unobjectionable. The domestic purpose of the manœuver was so transparent that even those who scorned the device may sometimes have failed to comprehend or feel the full infamy of the proceeding in its possible effect abroad. There we know that it was not understood, at any rate until repetition had proved its real character, and the apprehension of its true import could scarcely have made it seem less insulting, or less contemptible. There can be no doubt that this shameful political artifice had much to do with producing in England that state of feeling which was gratified with the prospect of our permanent disunion, and which found expression in the language and acts to which we have referred. Though we may trust that it has ceased to be an essential part of our governmental machinery, it is perhaps well that a CHANDLER and a BUTLER still survive, faithful to Democratic traditions, just to remind us of our old offenses. The reminder may bring forth fruit in international charity, very desirable in the present state of our relations with Great Britain.

THE RESPONSIBILITY.

Some of the New York reporters have been consulting WILLIAM H. VANDERBILT, the Vice President of the Hudson River Railroad—and upon whom, at present, devolves the management—in reference to the real cause of the calamity at New Hamburg. Mr. VANDERBILT answered all questions without reserve, and as freely tendered opinions where they were asked for. Some of his statements are remarkable for their inconsistency with the testimony of eye-witnesses who have been examined before the inquest. The Vice President says: "There was probably no flagman near the bridge, but even if one had been there he could not have averted the accident, as the engineer of the oil train, who was nearest to the express train, gave the signal, but without avail." Now this is flatly in the face of the testimony of the fireman who saved his life by jumping from the engine of the passenger train, and swears that both he and the engineer saw the engine of the oil train, but it excited no surprise and did not even cause them to slacken their speed, as it was usual for engines to stop and take water at that place. Now if there had been danger signals displayed on the engine, this fireman would have seen them. Immediately after, when it was too late to save the train, he saw signal lights gleaming through the darkness, and leaped from the engine. This story corresponds with that of the conductor of the oil train, who states that when he found one of his cars lying over the east track, upon which the express was momentarily expected to pass, he ordered a brakeman down the road with a red light; that he could not get down, owing to the obstructions on both sides; that he then hallooed to the engineer to send a man down the track with a light, and that the engineer heard him and answered "all right." In another part of his testimony the conductor says that at this time my train stopped till the collision occurred was over two minutes. Saw the express train in thirty seconds after the man warned the engineer." Now, the testimony shows conclusively that Mr. VANDERBILT is mistaken when he says the engineer of the oil train gave the signal without avail. We may further safely conclude that had the engineer made prompt use of the thirty seconds intervening between his response "all right" (which virtually meant, "I understand your order and will execute it") and the appearance of the passenger train, the accident would have been averted. This view is strengthened by the fact that, according to the statement of the conductor of the oil train, the passenger train had almost checked up after seeing the signals nearer the danger. All attempts, therefore, on the part of the officers of the road, to escape from the responsibility of the accident, by alleging that it was unavoidable, must signally fail in the light of such testimony.

WERE the female advocates of woman-suffrage of the despondent sort, they might well feel discouraged by a recent act of the House of Representatives. Our readers no doubt know, at least some of them may know with what fortitude, energy, persistence and all masculine qualities Messrs. —we mean Mesdames—WOODHULL and BEECHER HOOKER have for some time been agitating their cause among our legislators in Washington. Among their converts are or have been mentioned several of the most prominent members of the Lower House, while even in the Senatorial ranks more than two distinguished names are spoken of as henceforth to be honored in the assemblies of the ambitious sisterhood. The ladies named above desired very much to argue the subject of their rights on the floor of the House. It is quite uncertain whether they really hoped to convert to their views any of the members, or merely to establish the precedent of a feminine oration in a hall hitherto sacred to male if not always masculine eloquence. More likely than either of these suppositions is the conjecture that the ladies entertained the sly purpose of confounding the opponents and delighting the friends of the cause, by exhibiting a specimen of the eloquence and argument which an emancipated woman is capable of displaying when permitted to lift up her voice among the Representatives of the nation, or even within the walls so often made to resound with their words. Soon after their arrival in Washington the ladies applied for permission to hold a meeting in the House, when so many as fifty-five members were in favor of granting their request. Again on last Wednesday another attempt was made by their supporters to secure the House for them, when only forty-two of the members voted for the grant. The change is certainly rather discouraging and looks as if reason and eloquence had failed in Washington to produce their legitimate effects. The truth seems to be that the two reformers have hardly had fair play in Washington. Instead of having to encounter only their natural and outspoken enemies, the males, they have been met in opposition by a large and influential body of the very class whom they are laboring to deliver from chains and slavery. A number of the most important ladies in the Capital, determined not to be emancipated, seem to have exerted themselves to counteract the efforts of the champions of their rights.

THERE is an impression in Washington that the English part of the Alabama commission is the ablest, and that the only man on our side able to cope with them is General SCHENCK. It is said that Mr. SUMNER does not entertain any flattering hopes as to the immediate success of the commission.

IN their defeat by the Germans the French may find a grain of comfort in the fact that the Germans have adopted the French system of weights and measures. The new system came into use with the beginning of 1871, and is really a very important event Its adoption is a triumph of French science and ingenuity.

PERSONS whose business makes it necessary for them to travel much by railroad may with reason dread the coming of winter, the season for the repetition of those frightful catastrophies with which the public is so familiar. People call them horrors, but familiarity breeds contempt, and really there are indications that from their commonness these horrors will before long cease to produce upon the popular mind any impression corresponding to the proper suggestion of the word. Though upon the whole the safest of all modes of travel, the railway *is* subject to certain accidents, *does* expose its patrons to certain perils which in the present state of science and art are inevitable; by which we mean that no degree of care and foresight is sufficient to prevent them. But neither collision nor conflagration is one of them. That such frightful calamities as these which we are so frequently called upon to record, are borne and treated as they are borne and treated by the public, proves beyond controversy that Americans are the most patient or most apathetic people in the world. They quietly put up with all sorts of nuisances and abuses that would be speedily abated and abolished in any other civilized country. One of the worst consequences of this feature of American character is its effect upon certain classes of officials upon whose zeal and efficiency the general comfort and safety are much dependent. Placed in positions of trust and responsibility which exact from them unsleeping attention and vigilance, their great peril is excessive familiarity with their duties, their great temptation is to relax in the watchfulness essential to the safety of the property and life committed to their charge. The public owe it to themselves to reinforce the obligations of such officials by exacting the penalties of negligence. They ought to be taught by more impressive lessons than they have yet received what is the extent of their responsibility. There is no reason to expect the horrors of which we write, to cease among us until, as in other countries, the public shall get over their barbarous and criminal apathy, and prove by acts that their sense of the sacredness of human life is something more substantial than a sentiment to be satisfied with a few words of sympathy or compassion, and then content to slumber, or forget until revived by another horror.

THE New York *World*, speaking of the commission to effect a settlement of the Alabama claims, asserts that if the troublesome questions now pending between the two countries are not adjusted before the next Presidential canvass, the Democracy will "bid high" for the support of what it is pleased to term the "inflammable element." It intimates that the Democracy will have the votes of that element, even though it should come into power pledged to make war upon England. There is reasonable ground to believe that neither the Republican nor the Democratic party will have to bid for the votes of the "war element," and that the grave questions now pending will be amicably settled. We append a few significant sentences from the article referred to:

"The Democratic party will offer no obstruction to the steps of this negotiation, but will refrain from captious criticism. We are willing that questions between this country and foreign countries involving the national honor, shall be kept out of party politics. If the Alabama claims are left unsettled, they are almost certain to be an exciting element in the next Presidential election; a contingency which we deprecate as dangerous, perhaps fatal, to the country. The Democratic party has nothing to fear from such an issue in the election; but it dreads the responsibility of power acquired by such means, and bound by such pledges and committals. The great object of the administration of yesterday should enable England to see that we have an honorable settlement which owes her no love, and is powerful enough to turn the tide of popular prejudice against her. That element acts with the Democratic party; and of course we shall not permit the Republicans to draw it away by overbidding us in a headlong race."

The fact that we have such an element will compel the Republicans of thirty per cent. carried by that party together; and the consequence will be that whichever party carries the election it will come into power pledged to enforce demands which would put the country at once on the brink of hostilities. Unless the question is settled now it will not be settled by judgment, but be delivered over to a conflict of passion kindled to unquenchable ardor by the strife and excitement of coppers, one cent per pound, $8 to $80; 120 barrels of water, 192 barrels of disinfecting fluid, $20 00, or fair and reasonable terms; that Mr. Sumner will practice forbearance, General Butler learn moderation, and Mr. John Quincy Adams suppress, for the nonce, his impulse to cut the throat of well-dressed, well-bred Englishmen. As the British Commissioners are coming here, let us choke down our resentments, if there is what it becomes to support their character for hospitality. Let us act as Mr. Minister Motley can until we see the outcome of the new negotiation.

LIFE is cheap in Clarion county, if we may judge from the verdict of the jury in the case of AUSTIN, who was convicted of involuntary manslaughter, and sentenced to an imprisonment of eight months. He caused the death of an unoffending man named WARDENS, by recklessly discharging a pistol into a crowd during a disturbance which had been raised at a foot race. Manslaughter is the killing of a person without malice, either express or implied. It seems to us that a jury should have no difficulty in inferring malice in such a case. They declare, by their verdict, that a man may draw a revolver (which he is prohibited by law from carrying at all) and, in a fit of excitement, discharge it recklessly, into a crowd, slaying whom he may chance to hit, without malice! And the Court sanctions the verdict by imposing a penalty of eight months' imprisonment!

IN another column will be found a decision of the Supreme Court of this State, in which the principle is affirmed that the owners of coal and coal privileges in lands where the surface is held by other parties, must, in the removal of the coal, protect the surface from injury. In other words, that sufficient supports must be left to prevent the surface from sinking or falling into the excavations. The decision was rendered by Chief Justice THOMPSON, in a case tried in this county before Judge HAMPTON, of the District Court. This is a question of great importance in Western Pennsylvania, where such vast tracts of coal have been disposed of to other parties by the owners of the surface. This decision establishes a principle new to the laws of our State.

GEN. NEGLEY voted *nay* on the motion to go into Committee of the Whole in order to reach the bill for the repeal of the income tax. This was regarded as a test vote on the question of repeal, and was barely lost by 103 yeas to 107 nays. From this act, Gen. NEGLEY's constituents can infer where he stands on the question. The sentiment in this community, in favor of repeal, is almost unanimous, but "our Representative" seems determined on misrepresenting his district on all important questions.

WE learn from Harrisburg that the bill for a Bureau of Insurance now pending in the Senate, will encounter the sharpest opposition. Combinations are now being formed against it, and it is being carefully studied with a view to attacking it whenever a chance to weaken it may be offered. The agents of the foreign companies are at the bottom of this opposition.

IRON boats for the Ohio river have finally come into competition with wooden ones, and of course have won the day. Captain Boardman, of Cincinnati, has just completed an iron steamboat, the John T. Moore, which was ready to take her first cargo for New Orleans and Red river. Having an iron hull, divided into eleven water-tight compartments, which makes it practically impossible to sink her, she is entitled to an abatement of rates of insurance on her cargo according to the diminished risk. But the masters of wooden boats did not fancy this just discrimination against them, and so brought their combined influence to bear on the Cincinnati insurance company, to induce it to withdraw their hull risks if they insured on the iron Moore for less than the wooden rate. The home companies yielded, but some of the agents of foreign companies gave Captain Boardman reduced rates of insurance, and he was enabled to lessen his freight rates accordingly. This is one significant fact for Pittsburgh river men to consider. Another of equal import is that the friends of Captain Pittsfield, the builder of Boardman's iron boat, have in contemplation the formation of a joint stock company, with $500,000 capital, in Cincinnati, for the purpose of building iron hulls. A number of prominent steamboat builders have already sign